

Good Morning 354

The Daily Paper of the Submarine Branch
With the co-operation of Office of Admiral (Submarines)

"Va'lets, Va'lets" Every flower tells a Story By Pete Davis

NEXT time ashore, when you find yourself in a garden, look around at the flowers. You'll see familiar rock plants that are actually exiles from Tibet and Assam, carnations that tell of a twenty-year quest for perfection, roses that first bloomed in the gardens of Peking.

If Bluff King Hal, founder of the world-famous gardens at Hampton Court, could stroll through an English garden to-day, he would find it glowing with strange flowers.

We have, in fact, wrested roses from India and China; pinks, carnations and daffodils from Asia Minor; nasturtiums and dahlias from Mexico. Our spring crocuses originate in warm Mediterranean lands.

Lilacs, laburnums, chrysanthemums, even Michaelmas daisies, are not natives of the British Isles. We grow them in our gardens against Nature's plain first intentions.

And the search for new flowers still goes on. Horticulturists and botanists breed and acclimatise them, until you and I buy them at last as a packet of new seeds.

In the hinterland of Asia, in the jungles of Brazil, the process of robbing the world for our gardens goes on, and plant-hunting proves an adventurous profession even in peace-time.

Just before the war, for instance, Isobel Hutchinson, a young Scotswoman, set out for the Arctic Circle in search of rare flower and plant specimens. She encountered blizzards, and the Eskimo vessel she chartered became frozen-in 350 miles from her destination. It took plant-hunter's courage to set out alone as Miss Hutchinson did and complete the trip with borrowed dog teams, at a temperature that sometimes fell to 60 below zero.

The king of the botanist-explorers, Captain Kingdon Ward, has discovered more than 200 new kinds of trees, shrubs and alpine plants. They have made him the hero of adventures in China, Burma, India and the Himalayas.

He has climbed peaks un-

Your letters are
welcome! Write to
"Good Morning"
c/o Press Division,
Admiralty,
London, S.W.1

SO-CALLED "Liberty-ships" have proved too slow and vulnerable to enemy attack; their defects have been remedied; fast, big, up-to-the-minute freighters are rolling from the Allied launching ways in an invigorating stream.

A cargo capacity of 10,000 tons, with a normal speed of 15 to 17 knots, will be more or less standard in this invaluable new tonnage; and it is not surprising that they should have been popularly christened "Victory Ships"—they are harbingers of success.

For far too long the experts held out against such tonnage, arguing that it was uneconomical, thrifless to run and to maintain. For the best part of four years, notwithstanding almost crippling losses, the old sedate, sluggish merchant ship was standardised; and just how many such vessels were lost by bomb or torpedo on their maiden voyages is a secret closely kept by the Admiralty and Ministry of War Transport.

Although the enemy kept up with a high-speed war's requirements in so far as adapting U-boats to the present-day conditions, we lagged behind. Instead of keeping one jump ahead, we slugged tamely astern; our fat-bellied freighters were sitting shots for the predatory foe. And did he take advantage of opportunity!

A 15-KNOT ship, well armed, should be more than a match for the best of both Hitler's and Tojo's submarines. A U-boat with a maximum submerged speed of ten knots—and that is a fairly high estimate—and surface speed of 17 knots, is outclassed by a Victory freighter.

It cannot overtake whilst under the surface; and it can be fought on more than equal terms if it attacks from above the water.

Presumably the Victory ships will carry defensive guns up to 6in. calibre; heavier than armaments carried by most U-boats. If such guns are mounted in pairs, quick hitting of the target—however small—should speedily result, for a big 10,000-tonner affords a steadier gun-platform than does a small 1,000-ton submarine.

Higher speed, too, provides a substantial margin for the inevitable chances and difficulties of war-time sea-travel.

The average speed of a convoy comprising ten-knot freighters is eight knots only;

trodden by white men, has floated down torrential rivers on shaky rafts, has discovered unknown races of people, as well as many unknown varieties of flowers.

He discovered the lost source of the Irrawaddy, for instance, but felt far more pleased when he brought home the seeds of the blue poppy of Tibet.

Rhododendrons plucked from luminous forests, hornets and blister flies unceasingly to be driven off, a sick Tibetan king cured of his illness by a box of harmless pills—these are just everyday incidents to Kingdon Ward.

But when a plant-hunter struggles back to civilisation through the steaming jungles, what happens? A few scientists are impressed. That is all.

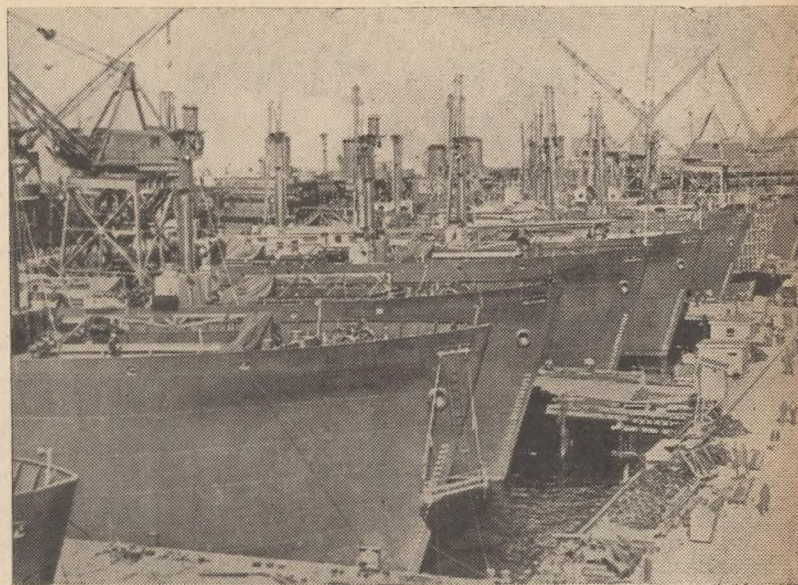
For the very life-blood of our flower-beds lies in the fact that we cannot be content with Nature, but are always being incessantly urged to improve on her handiwork.

Not content with common daisies, we train chrysanthe-

'Liberty Ships'?—So what? They now cannot

Says
F. H. Shaw

Mass - produced for war, Liberty ships played a big part in the Battle of the Atlantic. But, under competitive peace-time conditions?



on this assumption, the general speed of a convoy of 15-knotters should be in the neighbourhood of 13 knots—quite sufficient to outpace the nimblest U-boat when submerged. We can therefore prophesy, with a considerable degree of accuracy, that, as the Victory ships come into regular commission, our tonnage losses at enemy hands will materially decrease until they reach zero figure.

Then the Allies will have won the major part of the sea-war; they will have secured that ocean supremacy which, as Admiral Mahan asserts, is a necessary condition of final victory.

Allied Navies can keep hostile surface warships at bay without difficulty. What remains of the German Navy skulks in protective fjords; the Japanese warships seldom venture out to give battle—they are already licked, without suffering attack. It is pretty certain that the lesson of the destruction of the "Bismarck" and "Scharnhorst" has made a deep impression in Tokio.

Never have the Allies needed sea-power more than now, with the final invasion plans taking shape. Fantastic quantities of war supplies must be hurried to the vital theatres of war, with predicated safety, as on single ship cargoes the final issue might reasonably depend; though the experts are unlikely to pack too many necessary eggs in any one basket. None the less, such mistakes have occurred before, and will probably occur again.

Quick concentrations of material will be required at widely separated points, and the faster the ships available to carry such equipment, the better the chance of ultimate success.

It is certain that the enemy will make frantic bids, using every foul device, to sever our communication lines as his position grows more and more precarious. But the argument of higher speed meaning increased security holds good.

It may be said that 10,000-ton ships are too big, their size makes them more vulnerable targets, that a single lucky torpedo might destroy an invaluable reserve of supplies or men. But that argument works two ways; is it better for a 10,000-tonner to get through the enemy defences in safety—aided by speed and defensive power—than for a 5,000-tonner to succeed? The balance swings in favour of the bigger freighter—provided she has speed to increase her chance of safe arrival.

The big, slow ship is a liability; the big, fast ship is a definite asset.

If, moreover, the Victory ships are, by means of many water-tight compartments and compressed-air ejectors—as in the case of the heroic tanker "Ohio"—rendered practically unsinkable by torpedo attack, the hopes of successful voyaging increase.

It is asserted that until complete air supremacy is secured attempts at invasion at any point—Europe or Asia—are foredoomed to failure; consequently, such supremacy having been won, the possible deterrent of air attack on big ships is minimised.

The Allied Air Forces are already in sufficient preponderance to afford the air cover necessary for any sea work within easy reach of Allied shore bases, to say nothing of the added protection afforded by almost innumerable aircraft carriers.

Additionally, faster ships can make more voyages; a 50 per cent. increase in speed means at least a 50 per cent. increase in cargo-carrying capacity.

Assuming that a ten-knotter requires twenty days to cross the Atlantic, a 15-knotter requires only fourteen days or thereabouts; thus creating a saving of six days in hurrying supplies to the zone in question; and the 15-knotter requires no longer to load and discharge than does the ten-knotter.

But it will be after the war ends that the real value of the Victory ships may be made manifest. True, they will cost

more to run—if run at full speed; the additional knottage varies according to the square of engine-power.

But if economical running is needed there is nothing to prevent them steaming at slower speed, with commensurately smaller fuel-consumption. You can slow a fast ship where you cannot quicken a slow ship. There will be such a crying need for materials—raw and manufactured—in the busy reconstruction period, indeed, that only fast freighters seem to supply an adequate solution, since bulky, dead-weight materials cannot be conveyed by air alone.

Victory ships promise to play a paramount part in the world's rehabilitation. All the destructive qualities now employed to achieve victory will quickly be diverted into constructive effort, and the results must be poured in a swift stream to all the corners of this semi-paralysed world. Only by so doing can trade be stabilised; only thus can markets be established and maintained; the quicker, say, the Chinese peasant is permitted to get to productive work, the quicker will his purchasing power increase. And improved markets for industrial countries depend in no small measure on the earning capacity of remote peasantries, whose standards of living will be improved by the wave of altruism sweeping the globe.

In the past more than one successful Line has proved that fast ships are an asset. Especially has this been so in the Oriental trade—where most of our future markets may lie.

Fast, powerful ships, humanely run, are the life-blood of this Empire. If one or two Lines can maintain Victory ships in profitable service, why not all? Those shipowners who complain that only slow ships are economical have no business to be shipowners at all; they are behind the times. So that the immediate as well as the more remote future of the Victory ship seems assured—if common-sense is applied to their use.

Oh, Go to—

QUITE a nice trip, too, when you know that Hell is just a village at the foot of the Swartberg Mountains in South Africa. Quite a nice trip, unless you go to the place where Hell freezes, the blacked-out Nazi-occupied Hell in Norway. And there's also Hades, where a lot of evacuees were once sent, a neat little hamlet two or three miles from Holmfirth, in Yorkshire.

I once met the Mayor of Norway's Hell in New York, where he had gone to appear in a Ripley "Believe it or Not" show. Naturally, he had a good line in patter. For instance, there is normally no crime in Hell, and it's full of beautiful women and handsome men. And

Hell has two churches, and the churches have bells, and Hell's bells are wonderful....

What's in a place name, in fact? The answer's a double-dyed mix-up. There are nine Gibralters, for instance, in England alone. There are four New Yorks on the Eastern side of the Atlantic, not to mention Little New York, Illinois. Moscow is in Scotland, and both Rome and Paris can be found in Yorkshire. Dunkirk? It's in Notts and Kent.

Ostend? It's near Colchester. Philadelphia, Toronto and Quebec? They're all in County Durham. So is Eden, where, until the miners

banded themselves together, there was no garden, lawn, or playground. And so is the queerly named village of Linger-and-Die, where the health of the inhabitants is above the average, and Pity Me, where they don't need it!

Really, this sort of geography can give you bats in the belfry. Bergen, in Norway, helped to pay for the reconstruction of Bergen, Picardy, after the last war. This time both will be helped by Bergen, not the radio star, but the township in Oregon. And this neighbourly spirit definitely excludes another Bergen—the one in Prussia.

After this it's no surprise to learn that Canadian soldiers from Edmonton, Alberta, have been officially entertained at Edmonton in

London. Or that hundreds of Canadians have visited Canada, the little village in Hampshire. You'd think Hyde Park wouldn't leave many loopholes. Where is it? Current answers include Chicago and Sydney, not to mention the small country town of that name made famous by President Roosevelt.

Where, then, is Camberwell? Or Kew? You'll find both near Melbourne, Australia, along with Richmond—and you'll find a Richmond in Virginia. On the other hand, you'll also find Melbourne in Derby County, and you'll find Derby in Western Australia, and there's another Derby in Connecticut, U.S.A., and—

But what's that you say? Go to H—? But certainly—the one in Madagascar!

QUIZ for today

1. A brumby is an African fruit, Dutchman's hat, wild horse, Manx cat, green umbrella?
2. Who wrote (a) A Lodge in the Wilderness, (b) A Lodging for the Night?
3. Which of the following is an intruder, and why? Tosca, Aida, Mignon, Tosti, Norma.
4. What colours would you mix to make green?
5. What animals are subject to Isle of Wight disease?
6. What American President gave his name to a toy?
7. Which of the following are mis-spelt? Diurnal, Diviser, Disgorge, Detension, Dexterous, Dhow, Digamy.
8. What are Alpini?
9. What do the French call an April Fool?
10. In what game is the word "chukker" used?
11. What are the natives of the Philippine Islands called?
12. With what foods are the following places associated? (a) Bath, (b) Yorkshire, (c) Aylesbury, (d) Lancashire.

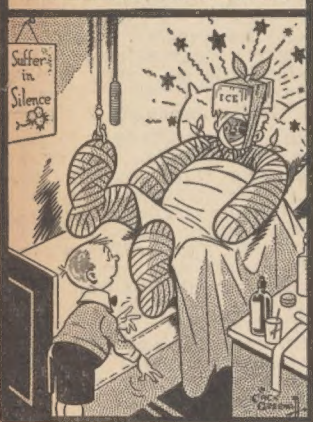
Answers to Quiz in No. 353

1. Sword.
2. (a) George Farquhar, (b) Baroness Orczy.
3. Chaliapine is a bass; others are tenors.
4. Asp.
5. No; it says "a great fish."
6. Cheddar, Stilton, Cheshire.
7. Scarify, Shivel.
8. Shelley.
9. Keep to the left.
10. Old King Cole.
11. A period of one thousand years.
12. Gable, Gielgud.

Answers to Mixed Doubles in No. 353.

- (a) AVERSE & LOTH.
(b) FRESH & STALE.

USELESS EUSTACE



"Gorblimey! Ask for another chemistry set for your birthday and I won't be responsible for my actions!"

JANE



WANGLING WORDS—300

1. Put a sheep in DA and make a play of it.
2. In the following proverb both the letters and the words have been shuffled. What is it? A clumke a climke naym skame.
3. Altering one letter at a time, and making a new word with each alteration, change HAM into PIG and then back again into HAM, without using the same word twice.
4. What English county is hidden in the following sentence? The wind has been Arctic or N.W. all day. (The required letters will be found together and in the right order.

Answers to Wangling Words—No. 299

1. DILEmmaS.
2. Many hands make light work.
3. PEAS, pets, pots, PODS, hods, hogs, logs, legs, pegs, PEAS.
4. Ar-gent-in-a.

ROUND THE WORLD with our Roving Cameraman



ONE CHEROOT, ONE MAIDEN.

She is a Burmese beauty out for a morning stroll—with her cheroot. She wouldn't think of going out for a stroll without her cheroot. She is clad in the finest silk and silk shawl, and has a gay parasol—and cheroot. Indeed, when you see these Burmese maidens first you don't look so much at them as at the cheroots they carry. The cheroots are made of that soft, delicate tobacco, grown locally—just like the maidens.

To-day's Brains Trust

AN Explorer, a Dance Band Conductor, and a Philosopher give their answers to the question:—

All the world dances—animals, birds and insects, as well as human beings. This is surely significant. Why do we dance?

Philosopher: "There are many different kinds of dancing, and I think the questioner refers to ballroom dancing. I believe this is unknown in the animal kingdom."

Naturalist: "There is certainly nothing corresponding with folk-dancing or ballroom dancing in the animal kingdom, yet I think that all dancing has this in common—it is a form of making advances towards a member of the opposite sex. It is a display of one's physique and charm."

"A male bird will strut and dance before a female, but it is only in human society that this is done, as it were, on a wholesale scale. Folk-dances consist of a good deal of pure strutting, and I take it that ballroom dancing is linearly descended from folk-dancing."

Conductor: "I do not think that anyone can question the sex-motive in dancing. Life is made up of rhythms, and life is propagated rhythmically. Our eyes and ears are made to respond to vibrations, our hearts and lungs perform unending cycles of operations."

"Life is rhythm, and the propagation of life is forwarded by propagation of rhythm. So we dance, and the hotter the rhythm the better."

Explorer: "I guess that may be so, yet I have seen a lot of dancing which certainly did not appear to have anything to do with sex. For instance, I have seen native war-dances in the South Seas, and I have seen a Cockney plumber do a perfectly marvellous dance when he hit his thumb with a hammer!"

Philosopher: "May we not make this conclusion:—

"Rhythmic dancing is fundamentally connected with life, or perhaps the desire for life. That admits both the sex aspect and the war aspect."

"It may also admit the Cockney plumber's anxiety for the safety of his thumb!"

Naturalist: "It may admit, too, of a very curious sort of dancing observed among the honey bees. It appears that among bees dancing is used as a sort of language. The workers go out and discover a patch of rich, honey-bearing flowers. They cannot gather all the honey, so return to the hive."

"They do not enter, but dance outside, and presently other workers gather round and watch. They seem to gather information about the flower-bed from the motions of the dance, and presently fly off themselves to fetch honey from the same bed of flowers."

Explorer: "Speech by gesture is, of course, extremely common. People ignorant of each other's language are forced to make use of motions and signs, and have to repeat them till they are understood. Now, a repetition of a motion

might easily be mistaken for a sort of dance, especially if performed—as in the case of the bees—by the legs."

Philosopher: "In a little book called 'The Club of Queer Trades,' G. K. Chesterton tells a story about a certain Professor Chadd, who one day went dumb and started hopping and dancing about like a madman. He had invented a method of talking by means of dancing which was sufficiently coherent for another professor to discover and interpret."

Conductor: "I think we ought really to confine our discussion to rhythmic dancing. The question surely refers to the sort of dancing that can be done to music. One form which has not yet been mentioned is ballet dancing."

"Dancing in ballet is a pure work of art, and people watch it simply because it is beautiful. The ballet dancer is not looking for a husband among the audience."

Philosopher: "This is where we enter really deep waters."

"Many psychologists hold that all art, or at least all pursuit of beauty, is a sublimation of the sex instinct. That is, the whole idea of beauty was first of all con-

nected with sex, but was found to be so attractive that it came to be pursued for its own sake."

"Thus, though ballet dancing may be a pure art, like painting and music, it may equally have its origin in the sex instinct."

Explorer: "What about dancing for joy? What about two men so full of good spirits that they just dance together for want of something better to do? What about children playing 'ring-a-ring-a-roses,' or any humble person capering along a country lane out of sheer sense of freedom?"

"I don't think it safe to try to tie up dancing with sex in particular. With life, and the joy of life—yes. Then sex comes in incidentally, though as a very important incident, I admit."

Let One, most loving of you
all,
Say, "Not a tear must o'er
her fall;
He giveth His beloved
sleep."
Elizabeth Barrett
Browning.



"THE FIRST TIME I HEARD THAT ONE I NEARLY FELL OUT OF BED WITH LAUGHING, DIDN'T I MISS SIMKINS ?!!"

CROSSWORD CORNER

CLUES ACROSS.									
1	2	3	4	5	6	7	8	9	
10			11		12				
13				14					
15				16		17		18	
19				20	21				
			22	23					
24	25	26		27			28	29	
30			31				32		
33					34	35			
36			37						
38					39				

- CLUES DOWN.
- 1 Male animal.
 - 2 American State.
 - 3 Journal.
 - 4 Walk.
 - 5 Go back.
 - 6 Hanging around.
 - 7 Reasoning.
 - 8 Close to.
 - 9 Tot.
 - 11 Fix firmly.
 - 16 Fissure.
 - 18 Tenant.
 - 19 Impedes.
 - 21 Unopened flower.
 - 23 Decks.
 - 25 House projection.
 - 26 Shuck.
 - 28 Complete.
 - 29 Short-tempered.
 - 31 Encountered.
 - 35 Wrath.

PIRATE BANE
ON GONDOLAS
EFFORT WISPS
TEA NEW MAY
IRIS REBEL
GRIB TEN S
CYNIC ETC
PAL DAW ARE
IRAK PILLOW
NEPELOE NE
EDDY NEARED

Good
Morning

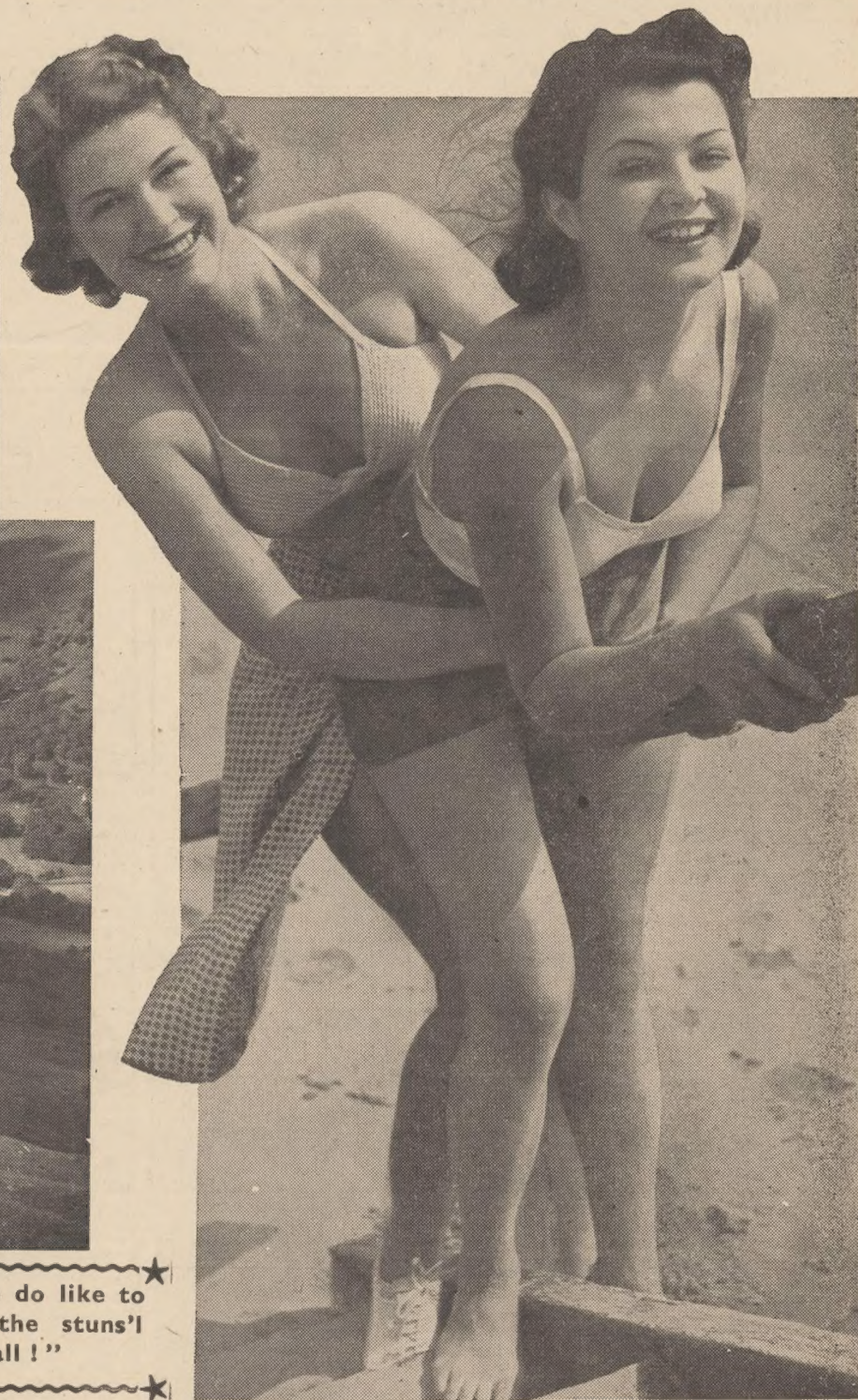
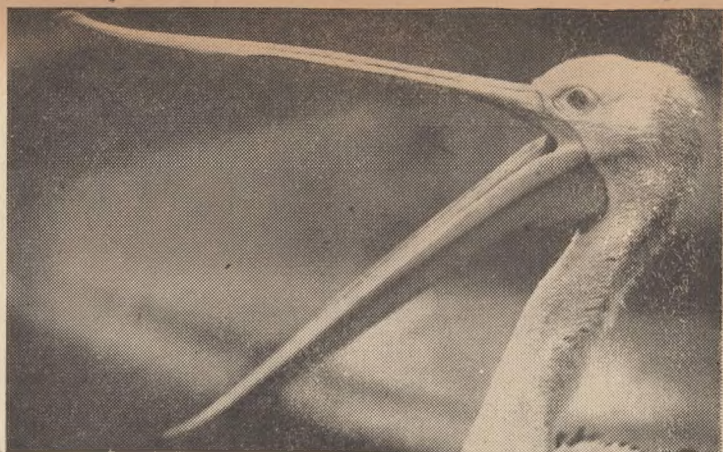
This Scotland

Our photograph-
er stood on Stro-
nachlathan, near
Killin, to take
this beautiful
photograph at
Glen Lochay,
Perthshire.



"Why don't
you keep your
big mouth
shut, you giver-
away - of - offi-
cial - secrets.
You ought to
be in Lisbon!"

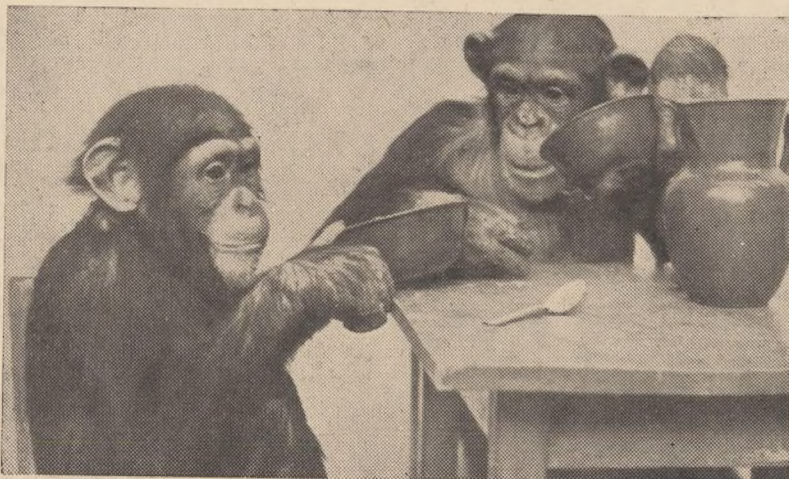
★ ★
"You look like
an ex - execu-
tive of the Civil
Service, Bank
of England,
War House
and Chartered
Accountants'
Association."



★ ★
"Oh! We do like to
haul upon the stuns'I
and all!"



"It's some slight trouble with the carburettor, I imagine,
old man, though, of course, it might not be."



"Now, Now, Junior, do remember not to put your elbows
on the table. And sup like a man."

OUR CAT SIGNS OFF

"Can I haul in, too?"

